



Experimental Aircraft Association Chapter 162. Serving middle Tennessee since 1966. <http://www.eaa162.org>

Left Seat: President's Corner

And the Torch is Passed



I have to say as I reflect on my time as a member of EAA 162, an organization that has contributed and extended

its resources within this community for over forty years, the future opportunities of our group and number of activities begging our attention is daunting. As Bill Hetzel has passed the torch to me, I am feeling the weight of what by almost any measure has been a tremendously successful last two years. Superb technical programs, Young Eagle and Boy Scout outreach efforts, the Light Sport Aircraft Event, Ford Tri-Motor weekend, various social gatherings including picnics, breakfasts, and holiday gatherings all of which form the fabric of a vibrant Chapter with a proclivity for sharing.

Looking back several years ago to when I joined EAA 162, and to this day, I am humbled by the aviation knowledge and experiences so many have freely shared with me. It is my hope we can cast the net wider in this great community known world wide as Music City. EAA 162 will always endeavor to offer a venue for anyone that wants to participate in aviation activities.

Going forward, lets renew and focus our efforts on sharing, *at whatever level*, our aviation knowledge

and experience. Whether it is our heritage, technical information, proficiency initiatives, builders clinics, social activities, young eagles, boy scouts or just a little time, we all have something worth contributing. Music City, it is a great place to be and this is an exciting time to share one of the great privileges we enjoy in this country - - Aviation.

Shelby Smith
EAA Chapter 162 President

On the Horizon: calendar of events

2007 will have an informative and fun-filled set of Chapter events, featuring a program on a Thursday evening--generally the third Thursday--of each month. The year kicked off February 15th with Peter Cassidy's insights on maintaining pilot proficiency (see "Improving Pilot Proficiency") and continues monthly:

Date	Topic	Location
March 15	Professional Aerial Photography	John C. Tune airport (JWN)
April 12	Hangar Flick: "Flyboys" movie	JWN
April	A Saturday Young Eagles and Boy Scout Merit Badge event	JWN
May 17	Flying the B24	JWN
June 21	Build Your Own Helicopter	JWN
July 19	Radio controlled models	JWN
August 16	Engine Inspection: Borescopes	JWN

September 20	Top Ten Things I Learned Building an Airplane	JWN
October 18	Electronic Flight Bag Technology	JWN
November 15	Flight Simulators	JWN
November 17	Saturday Young Eagles and Boy Scout Merit Badge	JWN

For details on these and other upcoming aviation events in our region, please see the Chapter website at www.eaa162.org.

Improving Pilot Proficiency

Peter Cassidy is Vice President of the Chapter and an A-36 Bonanza owner with a couple of thousand hours of experience. With his background as an engineer, Peter has thought long and hard about how to apply principles of continuous quality improvement to one's own piloting skills, and at the February 15th chapter meeting he presented a synthesis of the elements that go into maintaining proficiency. Peter's unique contribution is the idea of debriefing oneself after each flight and writing down everything that was a mistake or could have been done better in an Airmanship Self-Assessment Log. Each year, Peter collates his critiques of each flight, and categorizes the types of errors he made or nearly made, organized by whether they were deficiencies of discipline (knowing what to do but overlooking it), proficiency, or judgment. He discussed his personal tally for the year 2006, and provided a handout that includes his analysis and a copy of the Self-Assessment Log that others can use and modify to make it a part of their own proficiency program.

These documents are available in MS Word and PDF format from www.eaa162.org. Have fun, keep learning, and stay safe!

What our Members are Building

Confessions of a Repeat Offender

There I was, completing a 40 hour flight test program on my shiny new RV-7A, which had made its first test flight in December, 2003 (a few days before the 100th anniversary of the Wright brothers' homebuilding triumph). After spending a little over 2000 hours in the shop 'slow-building' the two place RV, I was riveted out and fiberglassed out and generally convinced that building an airplane was a once in a lifetime experience (or if you're lucky, less!) So why am I now most of the way through building an RV-10 in utter defiance of my own sage advice? Well, as they say, let me count the ways I found to lead me back to the shop, all those rivets and wires and all that fiberglass dust.

First, having previously owned a Cessna 182 that would pretty much fly away with anything you could shut the doors on, I found the cozy confines of the two place RV to be a great sports-car-of-the-air experience. But a load hauler it is not. Every long trip with my wife is preceded by at least a little discussion about how she can't take the size of bag she'd really like to take. And she finds the elbow-to-elbow snugness of the -7A to be inhibiting for one of her favorite hobbies, which is taking photos of our long trips and building photo albums literally 'on the fly' as we progress, from brochures, pamphlets and memorabilia we pick up along the way.

Second, as a tool junkie I had amassed a pretty good set of tools that are useful mostly for one thing: building an airplane. It was important that these tools be kept in prime condition, and as we all know, with tools as with so many things in life, you gotta use it or lose it. Clearly, my tools were calling me from the inside of the Craftsman chests every time I walked by them in the shop.

Third, and most importantly, Van's made a really outstanding design, representing the synthesis of their best-of-class experience in creating efficient and appealing designs, and extraordinary precision in manufacture of metal parts. (The fiberglass parts are sort of a different story, but even they are within

striking distance of being excellent.) The RV-7 was the first match-hole CNC-punched design, and the RV-10 takes this technology and combines it with superb illustrated instructions, a thoughtful approach to designing systems that can be easily maintained, and performance that is very close to that of the two place RVs. Which is to say almost as fast as a Cirrus for a third of the price.

Any second airplane that one builds would probably go together much faster than the first one, if only due to all of the time you don't spend just staring at parts trying to figure out what to do. In this regard, the -10 is particularly well designed, and I am finding that I am at similar stages of the build at about half of the total shop hours spent on the -7A. For example, I was hanging the engine and beginning the firewall forward installation at about 1000 shop hours on the -7A, and was at the same point on the -10 at about 550 hours.



Now, at about 800 hours (spread over about a year and a half of wall clock time), the avionics and panel are done, electrical systems in, engine and prop are on, and the gull wing doors with their silly rabbit ear appearance, are shaping up with lots of sanding and filling.

When will it fly? Saturday, I think. Just don't now which one... Stay tuned.

Dan Masys
EAA 162 Chapter newsletter editor

Classifieds

As part of our Chapter communications plan we are pleased to provide no-cost classified ads for Chapter members here in the Newsletter. Send the ad copy you'd like distributed to other members to eea162news@gmail.com

Trailing Links

Useful aviation websites are everywhere, and new ones seem to spring up every day that have more powerful features than we could even imagine a few years ago. If you know of a particularly good aviation website, send us its URL and a few words about what it contains and why you find it useful. Here's a batch for you to explore:

URL: www.weathermeister.com

Name: Weathermeister

Description: RV-7 builder Dan Checkoway has a day job as a computer programmer extraordinaire, and he has put together a weather briefing website that is a "mash-up" (ie., dynamically assembles images and other content from a variety of other sites) that give a comprehensive view of current and future weather, optimal flight altitudes based on winds aloft, TFRs, and predicted flight times for your particular aircraft.

URL: www.landings.com

Name: Landings.com

Description: An aviation news site that has a searchable database of aircraft registrations by N number and aircraft owner. If want a special N number for your bird, you can see whether it is already in use, has been reserved by somebody else, or is currently available.

URL: <http://rvhotline.expercrafter.com/>

Name: RV Builder's Hotline

Description: An 'aggregator site' for those interested in tips, tricks, and happenings related to the Van's RV series of kitplanes. Thanks to Marty Emrath for sending in this link.

Sightings



Got the perfect caption for this picture from Bill Hetzel? Send it to us at eaal62news@gmail.com

Join or Renew

It's the beginning of the year and time to renew your membership. EAA Chapter 162 has a 41 year tradition of fellowship, fun and service, and is open to anyone who likes aviation of any kind. Join us for \$30/year (or just \$10 for seniors 65 and older, or youth up to college age.) Use the form that is part of this newsletter, and send your check and the form to:

EAA Chapter 162
P.O. Box 22298
Nashville, TN 37202 – 2298

Got News? Send it in!

Been on an interesting trip and want to write a trip report? Got a great picture with that new digital camera? Got an aviation gadget you'd like to sell? Working on a project that you'd like to share with others? Put it in our newsletter! Send your pointers, news and views to eaal62news@gmail.com

Tailwinds and best wishes for a safe and enjoyable 2007!

Dan Masys
And the EAA162 chapter communications committee

**EAA CHAPTER 162
MEMBERSHIP APPLICATION**

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\$30.00

INFO CORRECTION
(name and changes only)

SENIOR (65+)
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\$10.00

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